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**Bibliography on Aerodynamics of
Airframe/Engine Integration of
High-Speed Turbine-Powered Aircraft**

Volume I

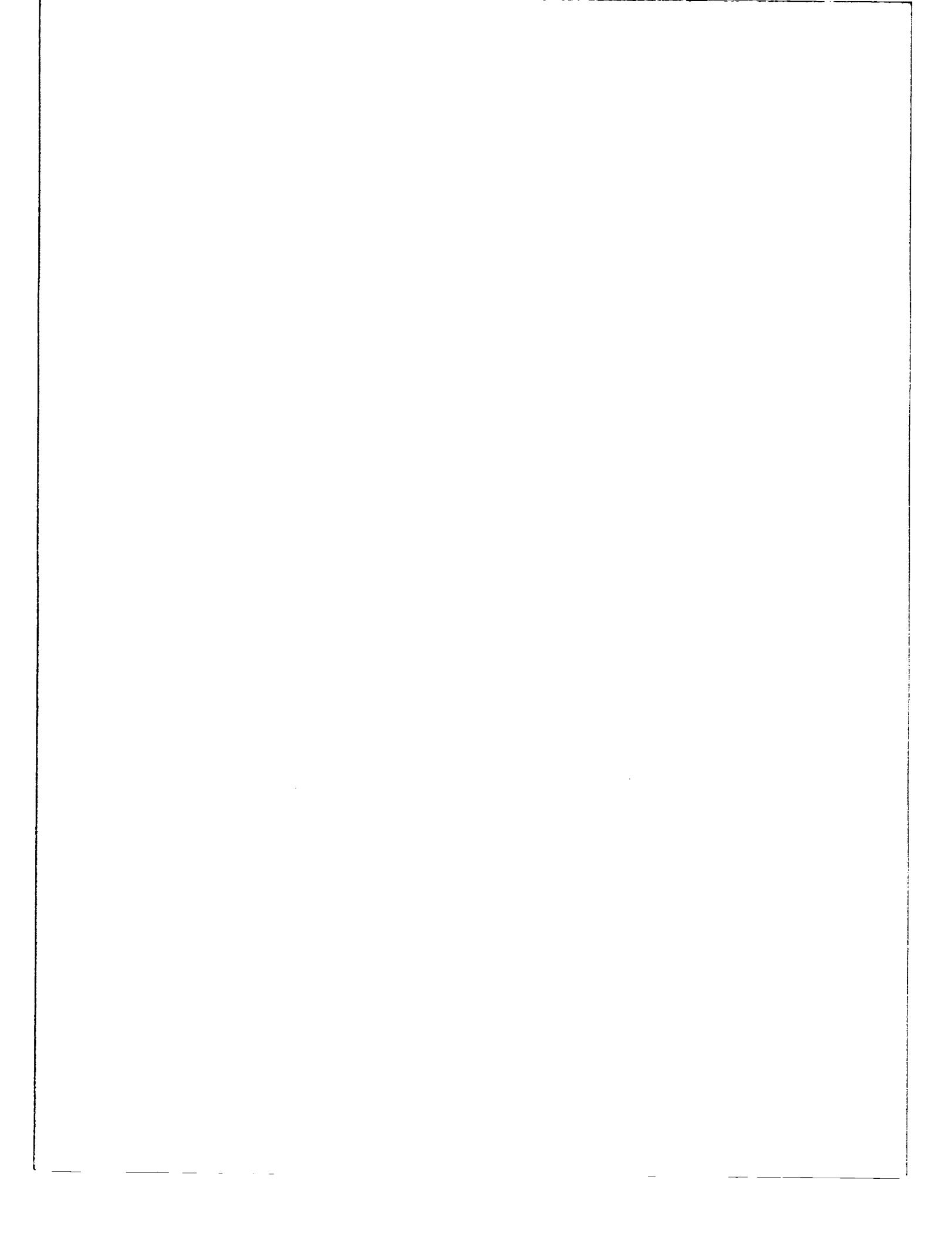
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Mark R. Nichols

NOVEMBER 1980

NASA



**Bibliography on Aerodynamics of
Airframe/Engine Integration of
High-Speed Turbine-Powered Aircraft**

Volume I

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National Aeronautics
and Space Administration

**Scientific and Technical
Information Branch**

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CONTENTS

INTRODUCTION	1
REFERENCES	3
BIBLIOGRAPHY	4
1. INTRODUCTORY MATERIAL	4
1.1 BROAD REVIEWS AND SURVEYS	4
1.2 BASIC DEFINITIONS AND CONCEPTS	4
2. TURBINE ENGINE TECHNOLOGY	5
2.1 HISTORICAL TRENDS AND PROJECTIONS	5
2.2 PRINCIPLES, DESIGN INFORMATION, AND BASIC STUDIES	5
2.3 SUBSONIC-CRUISE-ENGINE STUDIES	7
2.4 SUPERSONIC-TRANSPORT-ENGINE STUDIES	8
2.5 VARIABLE-CYCLE-ENGINE STUDIES	9
3. INTERNAL FLOW-SYSTEM TECHNOLOGY	10
4. SUBSONIC NACELLE TECHNOLOGY	12
4.1 NOSE INLETS	12
4.2 NOZZLES AND THRUST REVERSERS	13
4.3 NOISE CHARACTERISTICS	14
5. PROPULSION-SYSTEM INTEGRATION FOR HIGH-SUBSONIC-CRUISE AIRCRAFT	15
5.1 REVIEWS OF DESIGN AND INTEGRATION PROBLEMS	15
5.2 COMPONENT AND SYSTEM DEVELOPMENT STUDIES	17
5.3 EXPERIMENTAL TECHNIQUES	17
5.4 NACELLE-AIRFRAME INTERFERENCE STUDIES	18
5.5 ANALYTICAL TOOLS AND DESIGN METHODS	20
6. SUPERSONIC INLET TECHNOLOGY	22
6.1 PRINCIPLES AND GENERAL DESIGN INFORMATION	22
6.2 INTERNAL PERFORMANCE OF ISOLATED THREE-DIMENSIONAL INLETS (PRESSURE RECOVERY, BLEED REQUIREMENTS, DISTORTION, TURBULENCE)	23
6.3 INTERNAL PERFORMANCE OF ISOLATED TWO-DIMENSIONAL INLETS (PRESSURE RECOVERY, BLEED REQUIREMENTS, DISTORTION, TURBULENCE)	25
6.4 EXTERNAL DRAG (COWL, SPILLAGE, ADDITIVE, LIP SUCTION)	26
6.5 SECONDARY FLOW SYSTEMS	27
6.5.1 Boundary-Layer Bleed Design	27
6.5.2 Bypass Design and Drag	28
6.5.3 Diverter Design and Drag	29
6.6 DISTORTION, DYNAMICS, AND STABILITY	29

7.	SUPERSONIC-INLET ENGINE INTEGRATION	31
7.1	AIRFLOW MATCHING	31
7.2	INLET-ENGINE COMPATIBILITY AND INTERACTIONS	32
7.3	INLET AND INLET-ENGINE CONTROLS	34
8.	SUPERSONIC INLET-AIRFRAME INTEGRATION	35
8.1	GENERAL REVIEWS AND TEST TECHNIQUES	35
8.2	NACELLE INLETS FOR SUPERSONIC-CRUISE AIRCRAFT	36
8.2.1	Inlet Flow-Field Studies	36
8.2.2	Inlet-to-Inlet and Surface-Reflected Shock Interference	37
8.2.3	Design Philosophy and Experimental Studies	38
8.2.3.1	Concorde Type Installation	38
8.2.3.2	B-70/B-1 Type Installation	38
8.2.3.3	YF-12 Type Installation	39
8.2.3.4	Axisymmetric Diverter-Mounted Nacelles	39
8.3	FUSELAGE INLETS FOR MANEUVERING FIGHTERS	39
8.3.1	Comprehensive Integration Studies	39
8.3.2	Inlet Flow-Field Studies	39
8.3.3	Fuselage Inlet Drag Studies	40
8.3.4	Fuselage-Side Inlet Installation Studies	40
8.3.5	Fuselage Underslung and Top Inlet Installation Studies	42
9.	ENGINE NOZZLE TECHNOLOGY	42
9.1	PRINCIPLES AND GENERAL DESIGN INFORMATION	42
9.2	NOZZLE INTERNAL PERFORMANCE	44
9.2.1	Convergent, C-D, and Plug Nozzles	44
9.2.2	Ejector Nozzles	45
9.2.3	Nonaxisymmetric Nozzles	46
9.3	EFFECTS OF EXTERNAL FLOW ON NOZZLE PERFORMANCE	47
9.3.1	Convergent, C-D, and Plug Nozzles	47
9.3.2	Ejector Nozzles	48
9.3.3	Nonaxisymmetric Nozzles	49
10.	JET EFFECTS IN EXTERNAL FLOW	50
10.1	JET CHARACTERISTICS AND SIMULATION REQUIREMENTS	50
10.2	NOZZLE-AFTERBODY TEST TECHNIQUES	52
10.3	BASE DRAG	54
10.4	JET EFFECTS ON AFTERBODY-ISOLATED SINGLE NACELLE	56
10.5	JET EFFECTS ON AFTERBODY-ISOLATED TWIN OR MULTIPLE NACELLES	57
10.6	EFFECTS ON LIFT, MOMENT, AND ADJACENT SURFACES	58
10.7	JET NOISE (SUPERSONIC-CRUISE AIRCRAFT)	59
11.	ENGINE-NOZZLE/SUPERSONIC-AIRFRAME INTEGRATION	61
11.1	GENERAL REVIEWS	61
11.2	NOZZLES AND THRUST REVERSERS FOR SUPERSONIC-CRUISE AIRCRAFT	61
11.3	NOZZLES AND THRUST DEFLECTORS FOR MANEUVERING FIGHTERS	63
11.3.1	Configurations With Axisymmetric Nozzles	63
11.3.2	Configurations With Nonaxisymmetric Nozzles	64
11.4	ANALYTICAL STUDIES AND DESIGN METHODS	66

12. PROPULSION-SYSTEM/SUPersonic-AIRFRAME	
OVERALL DESIGN INTEGRATION	69
12.1 DISCUSSION OF PROBLEMS	69
12.2 SYSTEM DESCRIPTIONS AND EVALUATIONS	70
12.3 SYSTEM DRAG AND PERFORMANCE OPTIMIZATION	70
12.4 INTEGRATED AIRFRAME/PROPULSION SYSTEM CONTROLS	72
13. MISCELLANEOUS USEFUL REFERENCES	72
AUTHOR INDEX	75



INTRODUCTION

Airframe-engine integration gained general recognition somewhat before World War II as an independent specialty field of the aerodynamicist. A number of excellent books written in the following decade, such as "Aerodynamics of Propulsion" by Küchemann and Weber, "Principles of Jet Propulsion and Gas Turbines" by Zucrow, and "Aerodynamic Drag" by Hoerner (refs. 1 to 3), devoted extensive attention to the explanation and correlation of propulsion-system installation information accumulated during the war years. The post-war period saw rapid changes in this vital area which accompanied the intensive development of the high-speed turbine-powered airplane. An extensive search of the literature, however, has failed to uncover any single document which covers the extensions of the art of airframe-engine integration in a completely satisfactory manner from an educational viewpoint. As a result, some consideration has been given to the development of a monograph on the subject. The first step in this effort has been the compilation of the present bibliography, which is being published at this time because of its potential value to the advanced student and the researcher.

The bibliography is limited to coverage of engine-integration problems of the high-subsonic-cruise airplane, the supersonic-cruise airplane, and the maneuvering fighter. Problems unique to VTOL and hypersonic aircraft are not covered in this compilation. Most of the documents listed were published after 1955. Extensive bibliographies of earlier internal-aerodynamics research are given in references 4 and 5. Other more current bibliographies, which overlap the objectives of the present one or supplement it in specialized areas, are presented in references 6 to 13.

The primary objective in the development of the present bibliography was to locate documents concerned with the aerodynamic problems and interferences encountered in the process of airframe-engine integration. Less intensive searches were conducted relative to the individual elements of the overall propulsion system. The goal in the first case was reasonably complete coverage of the available literature, whereas that in the second case was merely sufficient coverage to explain the characteristics of isolated system components. Classified references and unclassified documents published by or for the services and intended for use by government agencies only or government agencies and their contractors only are not included in this listing. Both classes of documents frequently contain the basic data and back-up studies on which the related open-literature studies are based; consequently, they may be of great interest to the person attempting to understand or use the open-literature documents. In most cases, they can be obtained only by direct request to the originating agency. A listing of unclassified documents pertinent to this bibliography but available to government agencies only or to government agencies and their contractors only is presented in Volume II of the present compilation.

The bibliography is organized into the categories specified in the Contents, which follows a possible topic outline for a monograph on airframe-engine integration. Annotation obviously would be of help to the user but was considered impractical because of the length of the listing. The need for annotation is alleviated to some extent, however, by use of a detailed topic breakdown, coupled with careful assignment of documents within this structure. The primary contents of each such document is indicated adequately for most purposes by the combination of its title and its location within the framework of the bibliography. An attempt was made to list each document only once, in the category to which it is considered most pertinent. Sometimes this approach was not practical because of extensive coverage by a given document of two or more subjects or the lack of coverage of a given subject if relevant documents were all listed in other areas. In such instances, the document has been listed in each category of pertinence.

An explanation of the order of listing of documents in the bibliography may be helpful to the user. When a variety of material was covered by a category identified in the Contents, the books and papers presented thereunder were divided, wherever practical, into topic-related subgroups. Documents that provided broad coverage or appeared particularly useful for the purpose of explaining principles or phenomena generally were listed at the beginning of the identified category, or, if more pertinent, at the beginning of one of its subgroups. Documents within a subgroup, except for minor deviations occasioned by such factors as relationship of content or common authorship, were presented in approximately reverse chronological order. Exact reverse chronological listing was not achievable because of the continuing process of reissuance of papers in upgraded form. For most entries, the accession number on the last line indicates the number by which the document can be ordered from the following address:

NASA Scientific and Technical Information Facility
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AUTHOR INDEX

Abbott, J. M. 217
 Abdalla, K. L. 982
 Abdelwahab, M. 644
 Abercrombie, J. M. 1471
 Abeyounis, W. K. 1382, 1398
 Ackermann, E. 127
 Adams, M. C. 1436
 Adamson, W. M. 98
 Addy, A. L. 921, 990, 1130, 1142
 Adkins, R. C. 169
 Ahlberg, J. H. 872
 Ahmed, S. R. 387
 Ahuja, K. K. 266
 Alber, I. E. 1144, 1422
 Albers, J. A. 195, 203, 208, 209, 213, 772, 773
 Alder, G. M. 896
 Aldridge, S. E. 343
 Alford, J. S. 678
 Alford, W. J., Jr. 374, 375
 Allan, R. D. 106
 Allen, J. L. 475, 477, 500, 564
 637, 771, 938, 1006
 Allison, D. O. 409
 Allison, H. B. 292, 315
 Ames Research Staff 1522
 Ammer, R. C. 850, 1281
 Andersen, L. Q. 332
 Anderson, A. A. 709
 Anderson, B. H. 429, 430, 431, 473, 483
 573, 672, 706, 707, 849, 917,
 1240, 1274, 1403
 Anderson, D. C. 568
 Anderson, L. A. 432
 Anderson, L. A., Jr. 501, 559
 Anderson, P. G. 1385
 Anderson, R. R. 1099
 Anderson, W. E. 162, 480, 487, 488,
 493, 521
 Anderson, W. L. 97
 Andrews, E. H., Jr. 1029, 1127
 Angel, R. 324
 Anonymous 24, 25, 39, 40, 41, 42,
 51, 130, 243, 247, 248, 249,
 250, 251, 254, 256, 257, 258,
 642, 647, 1311, 1413, 1434, 1477,
 1521, 1529
 Antl, R. J. 88, 286
 Antonatos, P. P. 4, 716, 717, 784, 1269
 Arens, M. 868
 Arlinger, B. G. 378
 Armstrong, F. W. 419, 510, 595, 762
 Armstrong, R. S. 1265, 1282
 Arpasi, D. J. 683, 695
 Ashwood, P. F. 656, 698, 854
 Atencio, A., Jr. 267
 Atvars, Y. 1265
 Auble, C. M. 229
 August, H. 1288
 Aulehla, F. 1064, 1065, 1077, 1273
 Baals, D. D. 187, 1480
 Bacon, J. W. 1422
 Bagby, C. L. 97
 Bagley, J. A. 290, 345, 346, 365
 Bailey, F. R. 1426
 Bailey, R. O. 20, 508, 1094, 1095
 Ball, W. H. 21, 422, 509, 813
 Ballard, G. 1475
 Balsa, T. F. 262
 Banks, G. A. 643
 Bard, W. D. 1349
 Barger, R. L. 182, 183
 Barnett, D. O. 746, 838
 Barrett, D. 334
 Barry, F. W. 442
 Barton, J. M. 1021
 Bartz, D. R. 871
 Batka, J. J. 680, 685
 Batterton, P. G. 598, 641, 664, 683,
 684, 688, 695, 696, 714
 Bauer, R. C. 1044, 1093, 1139, 1397
 Bauermeister, W. K. 309
 Baughman, L. E. 1119
 Baumbick, R. J. 598, 664, 683, 695, 696
 Bayati, J. E. 1509
 Beale, W. T. 897, 912, 913, 930, 954
 Bear, R. L. 1096
 Beattie, E. C. 679, 1508
 Beatty, T. D. 1408
 Beaulieu, W. D. 609, 766
 Beheim, M. A. 6, 36, 88, 286, 420,
 504, 624, 629, 634, 677, 708, 849, 998,
 1113, 1114, 1274
 Behun, M. 56
 Beke, A. 564, 637, 968, 1003, 1048
 Bellman, D. R. 600
 Belte, D. 1517
 Bencze, D. P. 104, 584, 778, 1503, 1504,
 1505, 1506, 1507
 Benson, J. L. 704, 1442, 1447
 Bentz, C. E. 686, 1520
 Bergman, D. 1071, 1156, 1159, 1161,
 1162, 1332, 1357, 1359
 Berndt, D. E. 1289, 1365
 Bernstein, A. 886
 Berrier, B. L. 950, 971, 977, 988,
 1153, 1191, 1193, 1201, 1203, 1275,
 1316, 1346, 1362, 1363
 Berry, D. T. 1511, 1513, 1516, 1517, 1518, 1519
 Berry, J. B. 408
 Bertram, M. H. 440
 Besigk, G. 1065, 1077
 Billig, L. O. 594, 682
 Birch, S. F. 221, 1021
 Bittrick, W. C. 1327
 Bizon, S. A. 1008
 Blackaby, J. R. 196
 Blackerby, W. T. 305

Blaha, B. J.	102, 366, 736, 1066, 1104, 1109, 1182, 1293, 1295, 1296, 1297, 1298, 1299	318
Blankenship, G. L.	269, 271	799
Blausey, G. C.	553	865
Bloomer, H. E.	211	524, 645, 665
Bobbitt, P. J.	1491	776, 1463
Bober, L. J.	380, 1182, 1403, 1414	393
Boeing Commercial Airplane Co.	99	655
Boksenbom, A. S.	420, 624, 700	575, 675, 823, 824, 827, 844, 848
Boles, M. A.	201	951, 952, 1016, 1087, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1345, 1347, 1348, 1368
Bonner, E.	1451, 1452, 1493	1254
Booz, D. E.	1361	682
Boraas, S.	879	Carlson, H. W.
Bowditch, D. N.	418, 462, 473, 619, 672, 674, 706, 707, 725, 779, 780	747, 1481, 1485, 1486, 1487, 1497
Bowen, J. T.	183	167
Bower, W. W.	177, 1392	Carre, J. P.
Bowers, D. L.	1057, 1089, 1219, 1285	1314
Boxer, E.	128	Carson, G. T., Jr.
Bozzola, R.	222, 883	783, 953, 1304, 1449
Bradberry, L. J. S.	1031	Carter, E. C.
Braden, J. A.	155, 360, 361	339, 530
Bradley, R. G.	1214, 1368	Cassetti, M. D.
Braithwaite, W. M.	648	228, 996
Braslow, A. L.	751, 1534, 1535	Castells, O. T.
Brasseur, J. M.	1310	1084
Brausch, J. F.	1261	Catalano, G. D.
Brazier, M. E.	21	1229
Brecht, T. J. F.	882	Caughey, D. A.
Breer, M. D.	532, 533	205, 377
Bresnahan, D. L.	909, 920, 972, 973, 975, 1109	Cawthon, J. A.
Bressette, W. E.	1047	489, 787
Brevoort, M. J.	157	Cea, R. A.
Brimelow, B.	5, 70, 719	197
Brindley, J. F.	32, 33	Chamales, N. C.
Brines, G. L.	87	1100
Bristow, D. R.	399	Chamberlain, D.
Britton, J. W.	23, 728	1081
Bromm, A. F., Jr.	1128	Chamberlin, R.
Brooks, C. W., Jr.	1103	76, 1061, 1063, 1066, 1182, 1291, 1292
Brown, A. C.	172	Chan, W. T.
Brown, C. S.	490, 491, 814, 815, 816	1041
Brown, E. F.	869, 881, 882, 895	Chandler, T. C.
Brown, R.	1444	1096
Brown, T. W.	760	Chapin, E. C.
Bullock, R. O.	663	55
Burcham, F. W., Jr.	597, 600, 662, 665, 684, 1464, 1514, 1515	1115
Burley, R. R.	1267	Chauvin, J.
Burr, R. H.	703	Chen, C. P.
Burstadt, P. L.	583, 641, 645, 688, 714	580
Bush, H. I.	5, 719	Chen, C. Y.
Bushnell, D. M.	304	1258
Buteau, J. D.	1383, 1384	Chen, L.
Byrd, K. F.	904	205
Caddy, M. J.	58	Chestnutt, D.
Cahn, M. S.	1111, 1174, 1176, 1178	255
Calarese, W.	1152, 1409, 1410, 1411	588, 842
Calder, P. H.	110, 111, 112, 113	1352
Callaghan, E. E.	230	Childs, M. E.
		1150
		Choby, D. A.
		450, 456, 460, 461, 522, 523, 599, 620, 621, 668, 732
		Chou, D. C.
		202
		Chow, W. L.
		921, 990, 1038, 1039, 1146, 1147, 1148, 1403
		1468
		Christensen, L. L.
		671, 703, 705
		Ciepluch, C. C.
		914, 943
		Civinskas, K. C.
		94
		Clark, J. S.
		849, 1274
		Cline, M. C.
		884, 885, 959
		Clossen, J. W.
		566
		Coalson, M. S.
		690
		Coats, J. W.
		241
		Coe, P. L., Jr.
		1305, 1306
		Cole, G. L.
		545, 546, 547, 591, 592, 593, 692, 693, 700, 775
		Coleman, D. M.
		553
		Coleman, R. G.
		1483, 1484
		226, 230

Coletti, D. E.	1118	Denning, R. M.	35
Collins, D. J.	1422	Devries, J.	107
Collins, T. P.	661	Dewey, P. E.	569
Coltrin, R. E.	462, 585, 640, 668, 780	Di Blasi, A.	273
Columbus Div.	19, 143, 506	Dietrich, D. A.	232, 234, 242
Compton, W. B., III	1043, 1129, 1158, 1164, 1320	Dillenius, M. F. E.	390, 398
Connors, J. F.	437, 481, 482, 486, 501, 505, 558, 559, 560, 604, 631	Direnzi, J. G.	661
Conrad, E. W.	276	DiSabato, V. J.	332, 342
Conticelli, V. M.	273	Divita, J. S.	1427
Coombes, T. D.	330	Dixon, R. J.	1143
Cornell, W. G.	86	Dobson, M. D.	23, 494, 735, 755, 763, 801, 802, 803
Cornette, E. S.	1235	Doering, D. A.	27
Corson, B. W., Jr.	849, 1218, 1274, 1283	Dolan, F. X.	161
Cortright, E. M.	855	Donelson, J. E.	318
Cortright, E. M., Jr.	638, 835, 983, 1121, 1138, 1177, 1181	Douglas Aircraft Co.	118, 119, 1453, 1454
Cosner, R. R.	1392	Douglass, W. M.	295
Cotter, H. N.	626	Drain, D. I.	687, 700
Cottis, M. G.	263	Drape, D. J.	1351
Couch, L. M.	1103	Drell, H.	421
Coughlin, C. L.	261	Dryer, M.	483, 485
Cox, M.	557	Dugan, J. F.	101, 104
Crabill, N. L.	1234	Dugan, J. F., Jr.	6, 36, 69, 98
Craidon, C. B.	1029	Dunham, J.	786
Creasey, R. F.	13	Duponchel, J. P.	1254
Cronvich, L. L.	147, 416, 892	Durham, F. P.	859
Crosthwait, E. L.	512	Dusa, D. J.	1317
Crouch, R. W.	261, 1021	Dustin, M. O.	545, 546, 547, 548, 549, 693, 775
Csavina, F. L.	690	Dutton, R. A.	498, 527
Cubbage, J. M., Jr.	1117, 1124, 1172, 1173, 1175, 1208	Eckert, H. U.	436
Cubbison, R. W.	149, 455, 464, 466, 468, 471, 479, 543, 774, 830, 838, 928, 1000, 1123, 1180, 1240	Edwards, J. L.	28
Culley, M.	810, 811	Edwards, P.	287
Cummings, R. L.	6, 36	Ehlers, F. E.	1490
Cwynar, D. S.	689	Eibl, H.	623
Czysz, P.	140	Eigenmann, M. F.	1095, 1096
da Costa, A. L.	400	Eldred, K. M.	263
Dailey, C. L.	607	Elliott, D. G.	871
Dale, R. S.	681	Ellis, C. W.	935, 939, 947, 949
Danforth, C. E.	660	Ellis, S. H.	654, 655
Daniele, C. J.	659, 664, 696	El-Ramly, Z.	370
Dansby, T.	1062	Endicott, K. C.	768
Dash, S. M.	1379, 1380, 1387	Englert, G. W.	150, 677, 929, 1001, 1035, 1091, 1180, 1236, 1238, 1239, 1532
Dastoli, B. J.	214	English, R. E.	73
Davenport, F. J.	363	Erdos, J.	756, 1432
Davenport, W. R.	139	Erickson, L. L.	1490
Davids, J.	606, 833	Erlandsen, P.	334
Davis, O. H.	475, 847	Eschweiler, J.	64
Davis, R. W.	467	Esgar, J. B.	54
Davis, W. F.	414, 518	Evans, P. J.	610
Decher, R.	325, 875	Evelyn, G. B.	1440
Deffenbaugh, F. D.	795	Everling, P. C.	1427
Delano, J. B.	1082	Ewald, B.	328
del Casal, E. P.	533	Fabri, J.	417
Dennard, J. S.	441, 1029	Falk, H.	353
		Fallis, W. B.	1309

Fanning, A. E.	1060, 1078, 1083, 1084, 1364	Gibson, J. S.	360, 361
Faro, I. D. V.	147, 415, 416, 892	Gill, M. S.	1025
Farr, A. P.	579, 805	Gillette, W. B.	325, 373
Farrell, C. A., Jr.	206	Gilyard, G. B.	1513, 1516, 1517, 1519
Fasano, A.	334	Ginoux, J. J.	918
Faulkner, S. M.	411	Glance, P. C.	163
Feiler, C. E.	6, 31, 36, 244, 253, 276, 277	Glaser, F. C.	64, 131, 140
Felderman, E. J.	203, 209	Glasgow, E. R.	1325, 1326, 1331, 1418, 1419, 1420, 1427
Fenn, D. B.	943	Glidewell, R. J.	1060, 1076, 1083
Ferguson, D. R.	401, 402, 403, 404, 405, 406	Gliebe, P. R.	262
Ferri, A.	608, 1072, 1528	Gnos, A. V.	846
Ferriman, V. N.	867	Goecke, S. A.	1122, 1308
Filler, L.	272	Goelzer, H. F.	835
Fillman, G. L.	392	Goetz, G. F.	1358, 1372
Fink, D. E.	1312	Goldberg, T. J.	860
Fink, M. R.	1430, 1502	Goldsmith, E. L.	465, 472, 478, 490, 491, 498, 527, 544, 570, 802, 803, 814, 815, 816
Finnerty, C. S.	1105	Goldsmith, H. A.	1448
Fishbach, L. H.	62, 63, 114	Golesworthy, G. T.	964, 965, 980, 981, 1014, 1132
Fischeder, W.	341	Good, R. C.	271, 278
FitzSimmons, R. D.	117, 1441	Goodmanson, L. T.	285
Flechner, S. G.	347	Goodwin, F. K.	398
Fleming, F. F.	192	Goodykoontz, J. H.	1248, 1249
Fleming, W. A.	857, 893	Gorton, G. C.	485, 968, 985, 1004
Flynn, J.	614	Gowadia, N. S.	1347, 1349
Foa, J. V.	48	Gowen, F. E.	484, 518
Forester, C. K.	220	Graber, E. J.	585, 640, 648
Foss, R. L.	1450	Gray, D. E.	78, 79
Foss, W. E., Jr.	120, 128, 1206, 1232, 1334, 1335, 1439	Greathouse, W. K.	930, 932, 934, 936, 941, 944, 945, 1279, 1280
Foster, C. R.	246	Green, J. E.	300
Fox, C. H., Jr.	392, 1227	Gregory, T. J.	820
Fox, J. H.	1139, 1397	Grey, R. E., Jr.	894
Fradenburgh, E. A.	517, 968	Grieb, H.	125, 127
Fraenkel, L. E.	1184	Griffiths, R. T.	740, 741, 770
Franz, J. J.	1189	Griggs, C. F.	478
Frazier, G. T.	219, 282	Grigsby, C. E.	1022
Fredrick, J.	68	Grippe, R. P.	697
Freeman, L. M.	1131	Grobman, J. S.	6, 31, 36
Freschl, E., Jr.	669, 1465	Groesbeck, D. E.	1023, 1230
Friedman, R.	274	Grose, G. G.	399
Friedrichs, R.	623	Grossman, B.	1407, 1431
Fuhs, A. E.	15, 22, 639, 1075	Grossman, R. L.	1369, 1370, 1470
Fukuda, M. K.	534	Grotz, C. A.	320
Fuller, D. E.	528	Grund, E.	1028, 1424, 1425
Furness, B.	1467	Guentert, E. C.	870
Galigher, L. L.	1044, 1045	Gunnarson, D. W.	186, 287
Garnier, M.	29	Gunter, J. L.	1287
Gasko, W. F.	525, 526	Gupta, P. C.	110, 111, 112, 113
Gatzen, B. S.	98	Gutierrez, O. A.	232, 274, 275, 1248, 1255, 1262, 1264
Gaudet, L.	745	Haagenson, W. R.	769
Gawienowski, J. J.	704, 821, 822	Haines, A. B.	1192
Geissler, W.	371, 381	Hall, C. L.	806
Gelb, G. H.	1037	Hall, G. R.	537, 596, 1350
General Electric Co.	91	Hall, I. M.	889
Gerend, R. P.	72	Hallstaff, T. H.	1458
German, R. C.	1106, 1107	Hambly, D.	233
Gerstenmaier, W. H.	446, 613		
Gertsma, L. W.	504, 556, 629, 634		

Hamer, D.	1475
Hamilton, G. L.	881
Hamilton, S.	872
Hammond, D. G.	1108
Hancock, D. M.	1479
Hancock, J. P.	312, 314
Hand, W. H.	625
Hankey, W. L.	1386
Hardy, J. M.	915, 1314
Harp, D. S.	553
Harper, M.	1094
Harrington, D. E.	902, 903, 963, 970, 974, 1165, 1166, 1297, 1300
Harris, R. V., Jr.	1480, 1481, 1489, 1534
Harrison, B.	754
Hartley, R. M.	744, 1499
Hartmann, A.	225
Hasel, L. E.	423, 503, 511, 724, 794
Hastings, W. J.	682
Hatt, F. G.	1479
Hawk, G. W.	1344
Hawkins, J. E.	529, 836
Hawthorne, W. R.	47
Hayes, C.	499, 1303
Head, V. L.	1294
Hearth, D. P.	149, 150, 483, 558, 561, 632, 673, 855, 928, 929, 985, 1000, 1001, 1005, 1015, 1049
Heck, P. H.	402, 403, 405, 1261
Hefner, J. N.	304
Heidelberg, L. J.	253, 264
Heiser, W.	886
Hemsworth, M. C.	80, 96
Henderson, W. P.	1352
Hendrickson, R. H.	1470
Henne, P. A.	358, 1446
Henry, B. Z., Jr.	1120, 1174, 1176, 1178
Henry, J. R.	146, 151, 159, 164, 170, 562
Henson, J. R.	1033
Henzel, J. G., Jr.	240
Herbert, M. V.	858, 908, 965, 981, 1014
Herd, R. J.	980, 981
Herrick, P. W.	1009, 1302, 1402
Herring, H. W.	313
Herron, R. D.	1030
Hess, J. L.	204, 382, 411, 412, 1435
Hesse, W. J.	46
Hevenor, C.	886
Hickcox, T. E.	215, 426, 541, 542
Hicks, R. M.	1534
Higginbotham, J. T.	181
High, M. D.	1045, 1046
Hight, R. D.	1476
Hiley, P. E.	1351, 1360, 1361
Hill, B. J.	1040
Hill, P. G.	45, 1032
Hill, P. W.	788
Hiller, K. W.	641, 687, 688, 700, 714
Hillary, R. D.	100
Hines, R. W.	124
Hingst, W. R.	534, 592
Hinson, B. L.	314
Hinz, W. W.	702, 1356, 1460
Hirn, J. J.	213
Hirschkron, R.	81
Hirt, W. J.	322
Hoad, D. R.	329
Hodge, C. G.	337
Hoerner, S. F.	1524
Hoff, G. E.	1370
Hoffman, J. D.	905, 960
Hofstetter, R. U.	767, 768
Holbrook, G. E.	103
Holdhusen, J. S.	350, 891
Hollister, D. P.	934, 935, 941, 944, 945, 947
Holst, T. L.	1395
Holzman, J. K.	597, 808, 1464, 1515
Hooker, S. G.	29
Hooper, J. A.	35
Horgan, J. J.	853
Howlett, R. A.	108, 109, 122, 137, 679, 1508
Huddleston, S. C.	939, 949
Huff, R. G.	997, 1023
Huffman, J. K.	1227
Hughes, D. L.	597, 662, 808, 809
Hughes, P. F.	1110
Humphreys, R. P.	905
Humphris, R. R.	1229
Hunt, B. L.	1008
Hunt, D. N.	363
Huntley, S. C.	907, 931
Huttenlocher, H.	694, 702
Imfeld, W. F.	804
Ip, H. W.	309
Isler, W. E.	768
Jaarsma, F.	2, 340, 727, 1073, 1074
Jack, J. R.	1185
Jackson, A. J. B.	34, 85
Jakubowski, A. K.	199
Jameson, A.	377, 1421
Jannetta, T.	1094
Jansen, E. T.	946
Jeffries, R. R.	1214, 1368
Jeracki, R. J.	102
Johns, A. L.	975
Johnsen, I. A.	663
Johnson, D. F.	466, 471, 750
Johnson, E. S.	1245, 1441
Johnson, F. T.	1490
Johnson, H. J.	730, 808
Johnson, H. W.	576, 577, 578, 834
Johnson, J. E.	132
Johnson, P. E.	1242, 1243, 1440
Johnson, R. C.	887
Johnston, J. P.	166, 167
Johnston, R. P.	80, 81
Jones, J. R.	919, 1007

Jordan, L. R.	229	Kraft, G. A.	84, 90, 92, 93, 94, 105
Jorgensen, L. H.	796	Kramer, J. J.	255
Kaldschmidt, G.	310, 311	Krasnow, H. S.	748
Kamman, J. H.	806	Krebs, J. N.	106
Kane, E. J.	1457	Krejsa, E. A.	255
Karchmer, A. M.	253	Kremzier, E. J.	424, 575, 843, 844, 848
Karp, I. M.	52, 53	Krenz, G.	362, 391
Katzoff, S.	185	Kroutil, J. C.	580
Kawap, R. T.	283	Krull, H. G.	897, 898, 899, 900, 912, 913, 914
Kaye, J.	1523	Kubota, T.	1428
Kazin, S. B.	218	Kuchar, A. P.	876, 1289, 1365
Keenan, J. H.	1523	Küchemann, D.	16
Keith, A. L., Jr.	82, 142, 188, 1133, 1171, 1210, 1439	Kuehn, D. M.	757
Keith, J. S.	401, 402, 403, 405	Kuhlberg, J. F.	1510
Keith, T. G., Jr.	242	Kuhn, G. D.	8, 17, 433, 507, 720, 1270, 1271, 1378, 1381, 1390
Keller, J. D.	1399	Kurkov, A. P.	611
Kennedy, T. L.	1054, 1068	Kurn, A. G.	344, 345, 365, 956
Kennon, I. G.	1228	Kurz, W.	1338
Kepler, C. E.	840	Kutler, P.	733
Kerrebrock, J. L.	44	Kutney, J. T.	294, 333, 351
Kettle, D. J.	365	'Kyle, S. G.	126
Kimes, L. J.	321	LaFlavor, S. A.	140
King, L. S.	793	Lahti, D. J.	402
King, R. W.	582, 1383, 1384	Laitone, E. V.	797
King, T. J., Jr.	375	Lamar, J. E.	407, 1500
Kirkham, F. S.	979, 1012, 1013, 1187, 1188, 1205	Lamb, O. P.	891
Kirkland, F. P.	329	Lamb, P. S.	492, 497
Kitzmiller, D. E.	1360	Lampard, G. W. N.	685
Klann, J. L.	997, 1113, 1126, 1204	Lan, C. E.	392, 393, 394
Klassen, H. A.	163	Lancaster, O. E.	47
Klees, G. W.	71, 126, 136	Lander, J. A.	1374, 1375
Klein, H.	26	Landis, F.	863
Kline, S. J.	166	Landrum, E. J.	1496
Klineberg, J. M.	1428	Lansing, D. L.	253
Klomp, E. D.	168	LaRowe, E.	743
Klujber, F.	216	Larsen, H. N.	701
Knell, D. M.	880	Larsen, J. W.	742
Knip, G.	83	Larson, R. S.	268, 1024, 1250, 1251, 1263
Knopf, G. S.	156	Latham, D.	1261
Knott, P. G.	324	Latham, E. A.	425, 427, 447, 539, 554, 616, 618
Knott, P. R.	1261	Lauer, R. F., Jr.	1010, 1011, 1186, 1205
Knox, E. C.	1535	Laughrey, J. A.	3, 4, 715, 716, 789, 1057, 1079, 1268, 1269, 1351, 1427, 1433
Ko, N. W. M.	1041	Lawrence, R. L.	215, 280, 299
Kochendorfer, F. D.	937, 940, 942, 1119, 1181	Lazzeroni, F. A.	817, 825
Koenig, R. W.	62, 63, 781	Leavitt, L. D.	1225, 1226
Koffel, W. K.	911	L'Ecuyer, M. R.	224
Kojima, J.	389	Lee, E. E., Jr.	359, 1195, 1205, 1232, 1233, 1334, 1335
Konarski, M.	951, 1028, 1424, 1425	Lee, G.	1034
Koncsek, J. L.	451, 452, 535, 540	Lee, G. G.	313
Korkegi, R. H.	1131	Lee, J. D.	1059
Korn, J. A.	646	Lee, K. W.	1189
Korst, H. H.	990, 1027, 1038, 1039, 1142, 1146, 1148, 1149, 1150	Lee, L. P.	955, 1022
Kosson, R.	866	Lee, R.	1257
Kostin, L. C.	1285	Lees, L.	1144, 1428
Kouyoumjian, W. L.	794	Leslie, H. R.	292, 315
Kowalski, K. L.	150, 438, 571, 574, 605, 929, 1001	Lewis, W. G. E.	764, 851
Kozlowski, H.	137, 916, 1253, 1256, 1262, 1264	Lewis, W. J.	235

Lewis Laboratory Computing Staff	74	McCall, J. E., Sr.	342
Leyman, C. S.	699, 1448	McCardle, A.	1317
Leynaert, J.	1, 338, 496, 555, 731, 761	McColgan, C. J.	268, 1024
Lichtman, E. A.	904	McCoy, J.	236
Liepmann, H. W.	1525	McCurdy, D. A.	1244
Lighthill, M. J.	259	McDaid, E.	260
Lind, G. W.	67	McDearmon, R. W.	1137
Linderman, D. L.	1342	McDonald, H.	1110
Little, J. P.	1466	McGuigan, W. M.	1343
Löbert, G.	293	McKinnon, R. A.	1245
Lomax, H.	733	McLean, J. D.	533
Lopez, M. L.	358	McLemore, H. C.	1305, 1306
Lotter, K.	1064, 1273, 1338	McMillan, O. J.	8, 17, 507, 720, 1270, 1271, 1378
Love, E. S.	758, 1022	Means, J. L.	163
Love, J. E.	743	Mehalic, C. M.	648
Lovell, J. C.	481, 482	Mehta, B. K.	306
Lovell, W. A.	60	Meleason, E. T.	327, 450, 456, 466, 471, 522, 523, 524, 620, 621
Low, J. K. C.	269, 271	Melick, H. C., Jr.	584, 649
Lucas, E. J.	1078	Mellinger, B.	694
Lucas, J. G.	255	Mello, J. F.	1319, 1472
Luidens, R. W.	199, 202, 234, 1091	Melnik, R. E.	1407
Lundell, J. H.	432	Mendenhall, M. R.	390
Lundry, J. L.	1482, 1483, 1484	Mercer, C. E.	783, 977, 987, 988, 989, 994, 995, 996, 1010, 1011, 1013, 1169, 1170, 1186, 1188, 1203, 1304, 1321, 1322, 1336, 1340, 1341, 1449
Lunn, D.	880	Merkle, C. L.	402
Lyon, T. A.	100	Merkli, P. E.	165
Macchi, E.	223	Merriman, J. E.	269, 271, 277, 278
Mace, J. L.	1359	Meyer, C. L.	665
Mack, R. J.	1494, 1495	Meyer, R. C.	437, 486
MacKinnon, M. I. K.	306	Middleton, W. D.	1457, 1482, 1483, 1484, 1485, 1487, 1497
Mackley, E. A.	499, 502	Migdal, D.	853, 863, 866, 872, 906, 1198, 1199, 1202, 1280
MacWilkinson, D. G.	305	Mihaloew, J. A.	226
Maestrello, L.	260, 1266	Mihaloew, J. R.	922, 923, 924
Maiden, D. L.	227, 1016, 1017, 1018, 1019, 1197, 1340, 1341, 1376	Mikhail, A. G.	1386
Mairs, R. Y.	1451, 1452	Mikkelsen, D. C.	102, 1293, 1294, 1297, 1299
Maise, G.	1183, 1429	Milillo, J. R.	192
Mallett, W. E.	224	Miller, B. A.	76, 101, 195, 198, 200, 210, 212, 214, 217, 253
Mann, M. A.	263	Miller, D. S.	1485, 1486
Mann, M. J.	379	Miller, E. H.	1198, 1202, 1355, 1356, 1460
Manro, M. E.	1491	Miller, G.	1070
Marconi, F.	396	Miller, S. R.	1282
Mardoc, V. R.	650	Mitchell, G. A.	467, 475, 477, 550, 551, 552, 750, 823, 842
Margason, R. J.	407, 1042, 1500	Mixson, J. S.	357
Marshall, F. J.	795	Moeckel, W. E.	519, 759
Marshall, F. L.	612	Moffitt, W. R.	1098
Martens, R. E.	64, 68, 1318	Moger, W. C.	862, 878
Martin, A. W.	766, 1366	Monk, J. R.	301
Martin, R. A.	809	Montoya, E. J.	730, 777
Martin, W. A.	1037	Moore, A. W.	961
Martlew, D. L.	858	Moore, M. T.	661
Mascitti, V. R.	423, 511, 513, 515, 724	Morelli, J. P.	318
Mason, M. L.	953	Moretti, G.	1431
Masson, B. S.	1422	Morris, D. N.	1437
Matthews, A. W.	324	Morris, S. J.	427
Matz, R. J.	326, 861, 877, 1090, 1092, 1093	Morris, S. J., Jr.	20, 59, 120, 128, 508
May, R. J.	66		
May, R. J., Jr.	7, 38, 65, 138		
Mayer, J. E.	319		
Mazzawy, R. S.	643		
McArdle, J. C.	186		
McArdle, J. G.	239, 240, 241		

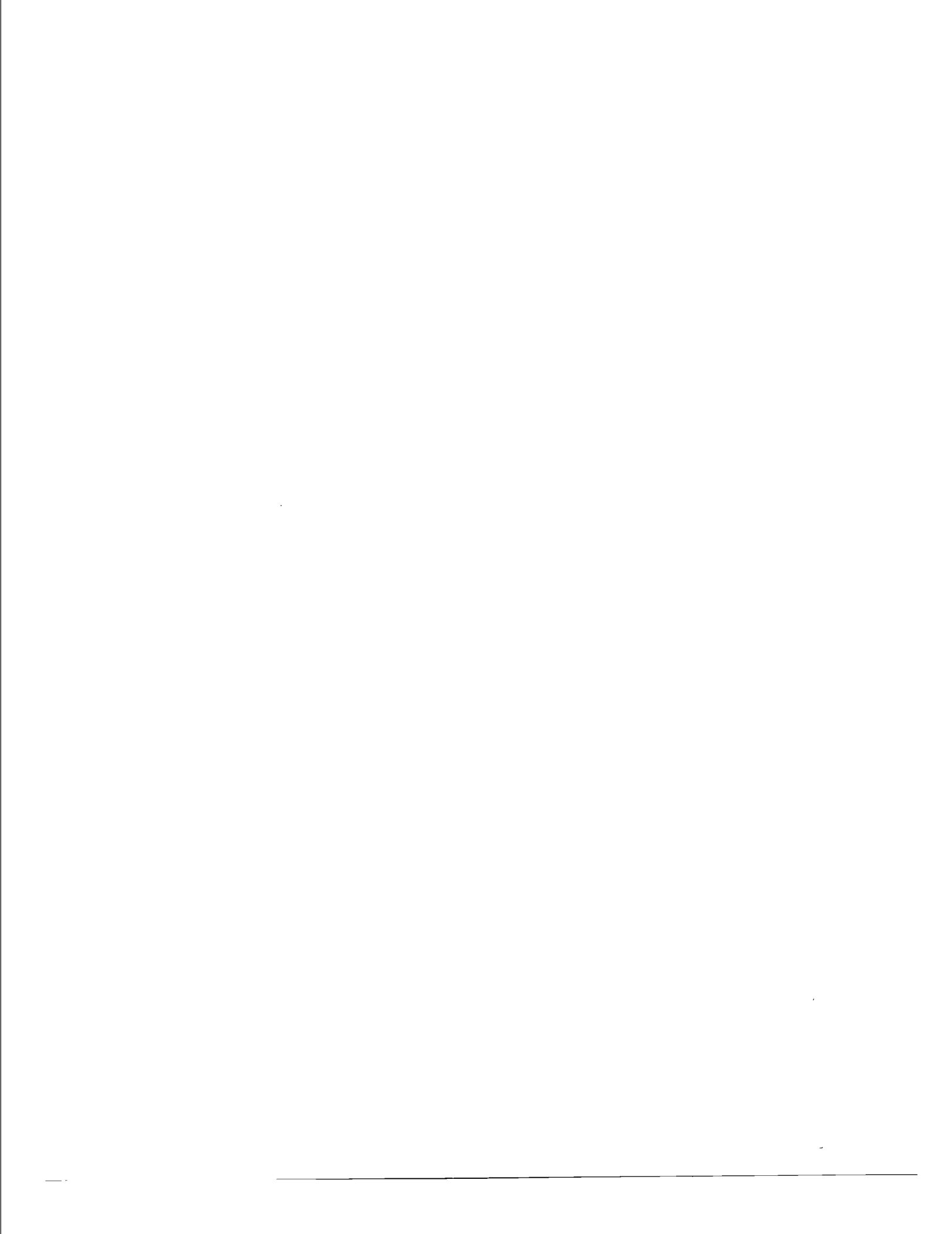
Morrisette, E. L.	860	Osnaghi, C.	223
Morrison, J. A.	308	Overy, C.	964, 1014
Morrison, J. J.	224		
Morriss, D. P.	666, 699	Packman, A. B.	268, 270, 916, 1253, 1258, 1262, 1264
Morton, J. B.	1229	Page, R. H.	1143, 1150, 1151
Moseley, G. W.	751	Palasics, J.	75
Moss, J. E.	611	Palcza, J. L.	1350, 1362, 1363, 1371, 1372, 1373, 1374, 1375
Mossman, E. A.	154, 817	Paley, P. N.	172
Motycka, D. L.	332, 342, 581, 753, 1333	Pallone, A.	756
Moulden, T. H.	1416	Pao, S. P.	1252
Mount, J. S.	516, 1342	Papell, S. S.	927
Mourey, W. L.	1099	Parks, P. N.	847
Mueller, T. J.	1145	Partha Sarathy, K.	222, 883
Muller, G. L.	525, 526	Paterson, J. H.	305
Mumford, N. V. S., Jr.	46	Paterson, R. W.	270
Munniksma, B.	340	Patierno, J.	1478
Murphy, J. B.	753	Patterson, G. N.	144, 158
Musial, N. T.	673, 966	Patterson, J. C., Jr.	347, 348, 349
Nagamatsu, H. T.	1025	Patton, R. J.	1469
Narashimha, R.	1400	Pauley, G.	335
Nash, D. O.	1371, 1374	Paulson, J. W., Jr.	1220, 1221, 1222, 1223, 1224, 1353
Nawrocki, H. F.	172	Paynter, G. C.	221, 261, 1021
Neale, M. C.	291, 419, 492, 495, 497, 510, 595, 762	Payzer, R. J.	129
Neiner, G. H.	545, 546, 547, 548, 598, 693, 775	Peake, D. J.	572
Neitzel, R. E.	81, 96	Pearson, M. L.	1385
Nelms, W. P., Jr.	20, 508, 767	Peery, K. M.	220
Nelson, D. P.	1251	Pembo, C.	1122, 1308
Nelson, T. F.	197	Pendergraft, O. C., Jr.	991, 992, 993, 1194, 1315, 1354
Nelson, W. J.	1116, 1120, 1209	Pendley, R. E.	191, 192, 193, 252
Nettles, J. C.	633, 675	Pennington, D. B.	153
Neumann, H. E.	453, 454, 536, 582, 586, 870	Perchonok, E.	632, 713
Newirth, D. M.	1510	Pergament, H. S.	1379, 1380, 1387
Newman, P. A.	409	Perkins, E. W.	8, 17, 507, 720, 796, 1270, 1271, 1378
Ng, K. W.	270, 1258	Perkins, S. C., Jr.	8, 17, 507, 720, 1270, 1271, 1378
Nichols, M. R.	188, 1438, 1439	Peters, C. E.	1140, 1401
Nielsen, J. N.	398, 433	Peters, W. L.	1068, 1069
Nilson, E. N.	872	Petersen, M. W.	521, 1286
Nored, D. L.	31	Peterson, C. R.	45, 1032
Norton, H. T., Jr.	986, 992, 993, 995, 996, 1133, 1169, 1171, 1206, 1337	Peterson, J. B.	1036
Nosek, S. M.	901, 902, 903, 1097	Peterson, J. B., Jr.	751, 752
Nucci, L. M.	608	Peterson, M. W.	670
Nugent, J.	1315	Peterson, W. P.	819
Nye, J. L.	343	Petit, J. E.	1017, 1339, 1348, 1358, 1376
Oates, G. C.	43, 141	Pettrash, D. A.	31
Obee, T. N.	242	Pfyl, F. A.	476, 817, 825, 841
Obry, L. J.	748, 829, 830, 832	Phares, W. J.	1140, 1401
O'Donnell, R. M.	1128, 1137	Pierce, J.	413
Oehman, W. I.	818, 837	Piercy, T. G.	576, 577, 578, 588 589, 605, 771, 828, 834
O'Keefe, J. V.	273, 1242, 1243	Pierpoint, P. K.	155
Olinder, F. V.	772	Pinckney, S. Z.	434
Oller, T. L.	904	Pindzola, M.	1067, 1082
Olson, W. T.	47	Pinkel, B.	52, 53
Onat, E.	71	Pinker, R. A.	858, 1014
O'Neill, E. B.	602, 738	Piszkin, S. P.	351
Ongarato, J. R.	336		
Osmon, R. V.	514		

Pitkin, E. T.	1154, 1404, 1405	964, 1132
Pitts, W. C.	1231	1033
Plant, T. J.	1396	1480
Poland, D. T.	237	1045, 1046, 1056, 1058
Pope, E. W.	744, 1499	191
Postlewaite, J.	9, 721, 800, 1272, 1329, 1417	176
Potonides, H. C.	197	1452
Povinelli, L. A.	160	1445
Povolny, J. H.	88, 239, 286, 665, 667, 927, 954	1070
Powell, C. A.	1244	148
Powers, A. G.	135	298
Powers, B. G.	1512	265
Pozniak, O. M.	1192	1414
Prechter, H.	235	309
Presley, L. L.	729, 791, 819	Roseburg, C. M.
Presz, W. M., Jr.	1028, 1076, 1154, 1383, 1384, 1404, 1405, 1406, 1424, 1425	Rosen, G.
Price, E. A.	1058	103
Price, E. A., Jr.	1088, 1105, 1285, 1286	Roshko, A.
Protopapas, J.	67, 1355	1525
Punch, W. F.	850, 1281	Ross, P. A.
Putnam, L. E.	359, 364, 369, 395, 1050, 1087, 1218, 1383, 1398	813
Quermann, J. K.	1141	Roundhill, J. P.
Rabone, G. R.	910, 978	72
Radkey, R. L.	1445, 1446	Roussel, M. D.
Rainbird, W. J.	370, 572	942
Rainey, R. W.	1237	Rowe, W. T.
Rall, F. T., Jr.	658, 723	117, 1245, 1441
Ramsay, J. W.	141	Rowlands, J. A.
Ramsay, W. J.	171	66
Randall, L. M.	154, 625, 769	Rubert, K. F.
Raney, D. J.	345	156
Raney, J. P.	245	Rudey, R. A.
Ransom, V. H.	960	665
Rao, D. M.	174	Runckel, J. F.
Rao, G. V. R.	864, 873	852, 962, 967, 993, 1101, 1134, 1157, 1163, 1164, 1190, 1195, 1196, 1197, 1232, 1276, 1334, 1335
Re, R. J.	189, 190, 950, 1284, 1346	Runstadler, P. W., Jr.
Reinhart, W. A.	739	161
Rejeske, J. V.	531, 726, 798	Russell, J. W.
Reneau, L. R.	166	120
Reshotko, E.	534, 933, 1531	Ryle, D. M., Jr.
Rettie, I. H.	764	360, 361
Reubush, D. E.	354, 355, 356, 359, 1050, 1051, 1052, 1053, 1085, 1086, 1102, 1155, 1157, 1284, 1321, 1322	Sagerser, D. A.
Reukauf, P. J.	1464, 1514, 1515	101
Reyhner, T. A.	376, 426, 542	Sagi, C. J.
Reynolds, B. I.	313	167
Reynolds, T. W.	890	Sajben, M.
Rhoades, W. W.	790, 845, 1456	580
Rice, E. J.	253, 255	Salas, M.
Rich, B. R.	1462	396
Richardson, J. M.	1143	Salas, M. D.
Richey, G. K.	3, 5, 7, 38, 65, 715, 719, 789, 1268, 1285, 1286, 1362, 1363	1026, 1415
Rifenbark, H. E.	1476	Salemann, V.
Riley, J.	1031	9, 337, 721, 800, 1272, 1329, 1417
Rizk, M. H.	179	Sallee, G. P.
		89, 289
		Salmi, R. J.
		474, 746, 983, 984, 1126, 1135, 1179, 1204
		Salters, L. B., Jr.
		228, 979, 989, 1100
		Saltzman, E. J.
		1122, 1308
		Samanich, N. E.
		264, 479, 746, 907, 969, 1292, 1296, 1298
		Sams, H.
		1473
		Samuels, J. C.
		948
		Sanders, B. W.
		462, 468, 543, 550, 551, 552, 780
		Sanders, J. C.
		55
		Sanders, N. D.
		56, 57, 75
		Santman, D. M.
		449, 617, 1326, 1331, 1419, 1420
		Sargent, A. F., Jr.
		947
		Sargent, J. C.
		1287
		Satmary, E. A.
		1097
		Savkar, S. D.
		218
		Saylor, J. M.
		312, 317
		Schachenmann, A.
		176
		Schaefer, J. W.
		211
		Schairer, G. S.
		856, 1242, 1243
		Scherrer, R.
		162, 414, 432, 480, 484, 635
		Schllicting, H.
		1530
		Schmeer, J. W.
		228, 979, 994, 1010, 1012, 1013, 1186, 1187, 1188, 1194, 1283, 1337
		Schmiedlin, R. F.
		898, 899, 912

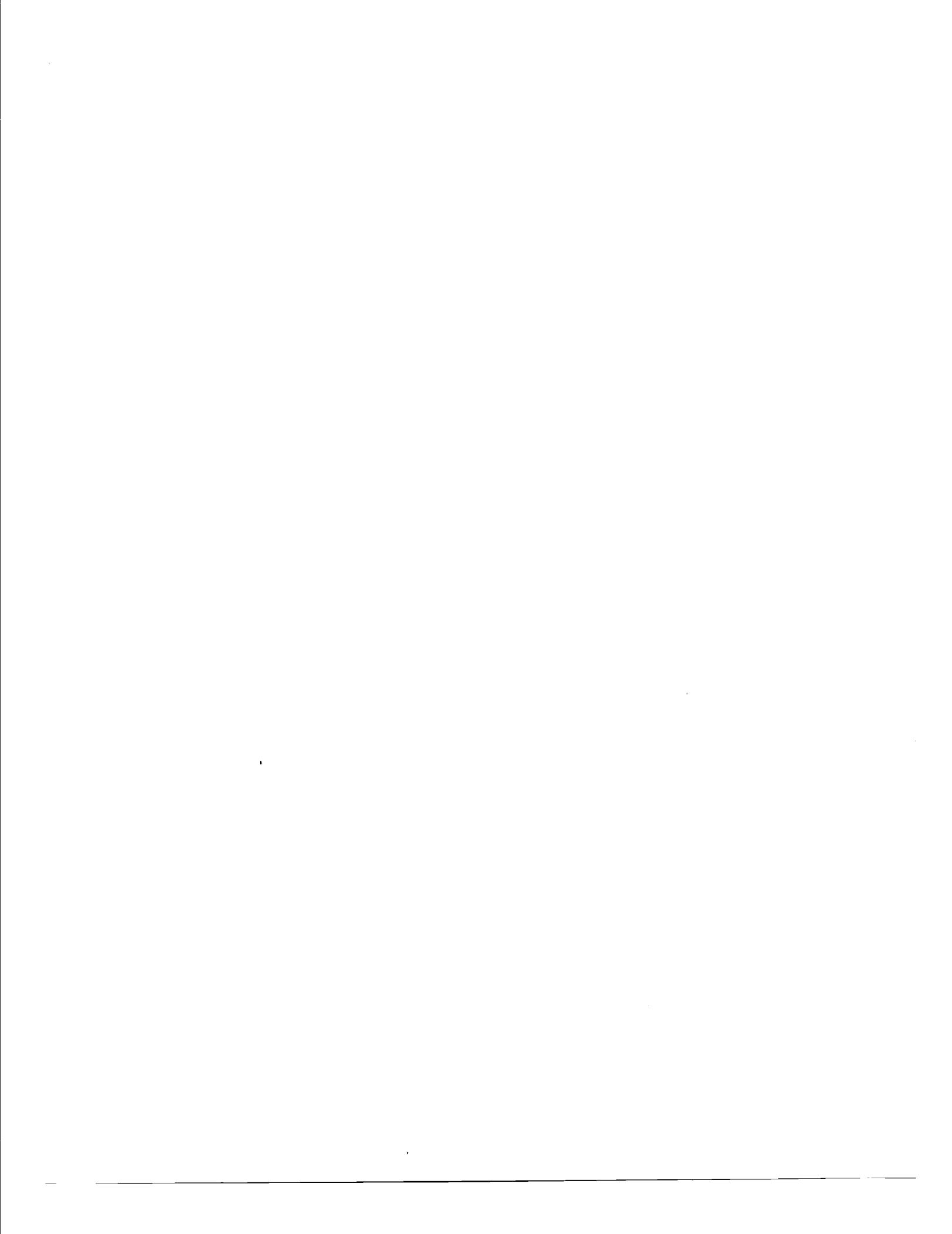
Schnell, W. C.	1199, 1202, 1323, 1369, 1370	Soileau, J. F.	1330, 1423
Schoenster, J. A.	357	Sommer, S. C.	1533
Schooley, M. B.	1339	Sorensen, N. E.	425, 427, 447, 448, 457, 458, 459, 462, 463, 464, 469, 470, 493, 521, 539, 554, 616, 618, 622, 767, 778, 780, 820
Schott, G. J.	121	Sorensen, V. L.	428
Schroeder, A. H.	1121, 1138	Soulier, C.	1080
Schubauer, G. B.	175	South, J. C., Jr.	1399, 1421
Schueller, C. F.	587, 630, 829	Sovran, G.	168
Schulte, H. E.	749	Spalding, D. B.	221
Schultz, W. H.	285	Spangenberg, W. G.	175
Schwartz, M. B.	288	Spangler, S. B.	390
Schweikhard, W. G.	765, 777, 1511, 1518	Spencer, P. B.	441
Schweikhardt, R. G.	697, 701	Spiegler, E.	868
Sclafani, A. S.	1470	Spradley, L. W.	1385
Scotland, R. L.	1313	Spratley, A. V.	1054, 1055
Scott, W. R.	1116, 1125, 1207	Spreiter, J. R.	397, 1501
Sears, W. R.	1527	Spring, D. J.	1416
Sebacher, D. I.	955	Squire, H. B.	352
Seddon, J.	145, 194, 302, 734	Squire, L. C.	1498
Sedgwick, T. A.	421, 1377, 1447	Staff of Computing Section, Center of Analysis	443, 444, 445
Sedlock, D.	785	Staff of Langley Research Center	1246, 1247
Seidel, M.	372	Staff, Propulsion Integration Section,	1275
Seldner, K.	689	Stahara, S. S.	397, 1501
Sens, W. H.	37, 77	Staid, P. S.	1259, 1261
Seshadri, S. N.	174	Staley, E. I.	1474
Sewell, A. E.	358	Stancil, R. T.	1488
Shang, J. S.	1386	Stava, D. J.	4, 5, 531, 601, 653, 716, 717, 719, 726, 784, 798, 1269
Shanks, R. E.	1241	Steele, E. S.	669, 1465
Shapiro, A. H.	1526	Steele, R.	694
Shapiro, S. R.	58	Steffen, F. W.	239, 241, 331, 898, 899, 900, 909, 914, 920, 1007, 1097
Shaw, R. J.	453, 454, 536, 551, 586	Stephenson, D. W.	139
Sheer, R. E., Jr.	1025	Sterbentz, W. H.	606
Shillito, T. B.	855	Stevens, B. S.	1251
Shivers, J. P.	1305, 1306	Stevens, H. L.	951, 1076
Shoemaker, C. J.	170	Stewart, D. G.	754
Shollenberger, C. A.	386	Stewart, D. J.	324, 367, 368
Short, B. J.	1533	Stewart, W. L.	6, 31, 36
Shrewsbury, G. D.	919, 1167, 1168, 1301	Stiglic, P. M.	702
Shroud, B. L.	1303	Stitt, L. E.	135, 474, 573, 587, 628, 831, 832, 849, 1002, 1123, 1274
Sibulkin, M.	520	Stockman, N. O.	201, 202, 204, 206, 207, 208, 213
Sigalla, A.	279, 1440, 1458	Stoddart, J. A. P.	1160
Silhan, F. V.	1175	Stofan, A. J.	922, 924
Silver, S.	871	Stone, J. R.	274, 275, 1248, 1249
Simcox, C. D.	1265	Strack, W.	105
Simon, P. C.	153, 438, 571, 574, 826, 1003, 1048	Straight, D. M.	901, 902, 903, 957
Simpkin, W. E.	649	Stratford, B. S.	874
Sims, J. L.	439, 888	Street, P. G.	383
Skavdahl, H.	322	Stringas, E. J.	1261
Skowronek, P. J., Jr.	1333	Stroud, J. F.	635
Slocumb, T. H., Jr.	1125, 1127	Strout, F. G.	1260
Smeltzer, D. B.	447, 448, 455, 457, 458, 459, 463, 464, 469, 470, 493, 539, 618, 622, 774	Stumpfl, S. C.	1226, 1228
Smith, A. M. O.	382, 412, 413, 1435	Sunley, H. L. G.	867
Smith, G. D.	1092, 1093	Surber, L. E.	3, 4, 601, 653, 715, 716, 717, 784, 785, 789, 790, 792, 845, 1268, 1269
Smith, G. V. F.	465	Sussman, M. B.	287, 1358
Smith, M. G., Jr.	108	Sutton, J. M. D.	231
Smith, N. F.	187, 193	Sutton, R.	68
Smith, R. E., Jr.	317		
Smith, R. H.	10, 455, 765, 774		
Smolak, G. R.	911		
Snel, H.	384, 385		
Soeder, R. H.	611		

Swan, W. C.	121, 126, 279, 297, 455, 1456, 1459, 1461	73
Swan, W. H.	226	1371
Swanson, D. B.	671, 705	1142
Swavely, C. E.	1330, 1423	1328
Swift, J. T.	635	1361
Swihart, J. M.	986, 995, 1101, 1169, 1206, 1209, 1210, 1233, 1234, 1336, 1337	598
Syberg, J.	215, 451, 452, 532, 540, 541	946
Syltebo, B. E.	310, 311	882
Szuch, J. R.	641, 688, 691, 714	1152
Tabakoff, W.	876	1036
Tabata, W. K.	672, 706	322
Taillon, N. V.	1315, 1324	1235
Talbot, J. E.	12, 760, 1467	966, 1240
Tanna, H. K.	266	974, 976
Tatchell, D. G.	221	Wasserbauer, J. F.
Taulbee, D. B.	879	446, 453, 454, 460, 461, 462, 536, 586, 613, 780, 843, 1236, 1238
Taylor, A. B.	316	1350
Taylor, H. D.	173	Watkins, J. A.
Taylor, J. B.	627, 657, 1307	269
Taylor, S. A.	1008	Watson, E. C.
Tegeler, D. C.	325	196, 476
Teren, F.	585, 640, 659	Webb, J. A., Jr.
Tester, B. J.	266	549
Thayer, E. B.	1359	Weber, H. E.
Thomas, J.	293	925, 926
Thomas, J. L.	1220, 1221, 1222, 1223, 1353	Weber, J.
Thomas, P. D.	958, 1020	16
Thompson, E. R.	1054	Weber, W. B.
Thompson, H. D.	905, 960	131
Thompson, J. D.	238, 323	Wehofer, S.
Thomson, F. C.	694	861, 862, 877, 878
Thornley, S. A. M.	530	Weiler, W.
Thornock, R. L.	869, 895	125
Thronsdson, L. W.	1200	Weinstein, M. I.
Tindell, R. H.	614, 807	709
Ting, C. T.	310, 311	Weirich, R. L.
Tinoco, E. N.	742	423, 511, 724, 737
Tjonneland, E.	602, 738, 739, 782	Weiss, D. C.
Topping, R. F.	139	Weist, G.
Trescot, C. D., Jr.	369	125
Trout, A. M.	927	Welge, H. R.
Truax, P. P.	610	336, 358, 1445, 1446
Tucker, M.	1531	Welliver, A. D.
Tulinius, J. R.	388, 389	123, 126, 134, 136
Turner, R. L.	529	Wells, O. D.
Tyson, R. M.	1451, 1452	327, 358
Vahl, W. A.	737, 818, 837	Wenzel, L. M.
Valentine, E. F.	181, 184	583
Valerino, A. S.	839, 982, 999, 1002	Wesoky, H. L.
Vanco, M. R.	1097	214
VanDeusen, E. A.	650	Weynand, E. E.
VanDriest, E. R.	435	1309
VanDuine, A. A.	1456	Whalen, P.
Vargo, D. J.	847, 1136, 1180	676, 1238
Viall, W. S.	281, 307	Whalen, P. P.
Vick, A. R.	565, 567, 569	712
Viswanath, P. R.	1400	Whitaker, R.
von Glahn, U. H.	1023, 1230	324
		Whitcomb, R. T.
		303
		White, R. A.
		1142
		White, R. W.
		263
		Whitlow, J. B., Jr.
		90, 92, 93, 94, 115, 116, 135
		Whitten, P. D.
		1226, 1228, 1367
		Wiggins, L. E.
		1231
		Wilbur, S. W.
		159
		Wilcox, F. A.
		674, 676, 710, 711, 712, 713, 849, 1049, 1063, 1112, 1274, 1290, 1296, 1298
		Wilde, G. L.
		30
		Wiley, D. R.
		215
		Wilkerson, C., Jr.
		1108
		Willard, C. M.
		951, 1360
		Williams, B.
		284
		Williams, D. D.
		666
		Williams, L. J.
		104
		Williams, P. R. G.
		367, 368
		Willis, C. M.
		357, 1170
		Willis, E. A.
		123, 133, 134
		Williston, K. W.
		1509
		Willmer, A. C.
		1313
		Willough, R. G.
		585, 593, 603, 640, 700
		Wilmoth, R. G.
		1379, 1387, 1388, 1389
		Wilson, D. A.
		1008

Wilson, J. R.	615, 718, 1442, 1443
Wilsted, H. D.	894, 935, 939, 949
Winston, M. M.	1353
Winter, K. G.	745
Winternitz, F. A. L.	171
Wise, G. A.	481, 482, 560, 631, 827, 831, 832, 833
Wittenberg, H.	61
Wittman, M.	341
Wolfe, L. D.	1364
Wong, N. D.	487, 488, 493
Wong, W. F.	537, 538
Wood, C. C.	151, 152, 159, 164, 181, 562, 563
Wood, F. H., Jr.	1201
Wood, G. P.	157
Wood, S. K.	236
Woodling, M. J.	1022
Woodrey, R. W.	1367
Woodward, F. A.	410, 742, 1492
Woollett, R. R.	450, 456, 505, 522, 523, 620, 621
Wooten, W. H.	1347
Wotton, J.	296
Wright, B. R.	615, 718, 1443, 1447
Wright, J. B.	187
Wrigley, B.	95
Wu, J. M.	1412, 1416
Wulf, R.	371
Wyatt, D. D.	180, 517, 636
Yaeger, L. S.	1391
Yanowitz, H.	931, 948
Yaros, S. F.	1044, 1393, 1394
Ybarra, A. H.	584
Yeager, R. A.	556, 708, 999, 1113
Yee, P. M.	271
Yip, L. P.	1221, 1223, 1224, 1225
Young, J. H.	1372
Young, L. C.	609
Young, P. H.	107
Younghans, J. L.	661
Zakkay, V.	1432
Zannetti, L.	178
Zappa, R. F.	839, 982
Zavatkay, W. F.	138
Zeller, J. R.	686, 700, 1520
Ziemer, R. R.	54
Zonars, D.	14, 590, 651, 652, 722, 812, 1057, 1277, 1278
Zucrow, M. J.	18, 49, 50
Zumwalt, G. W.	1146



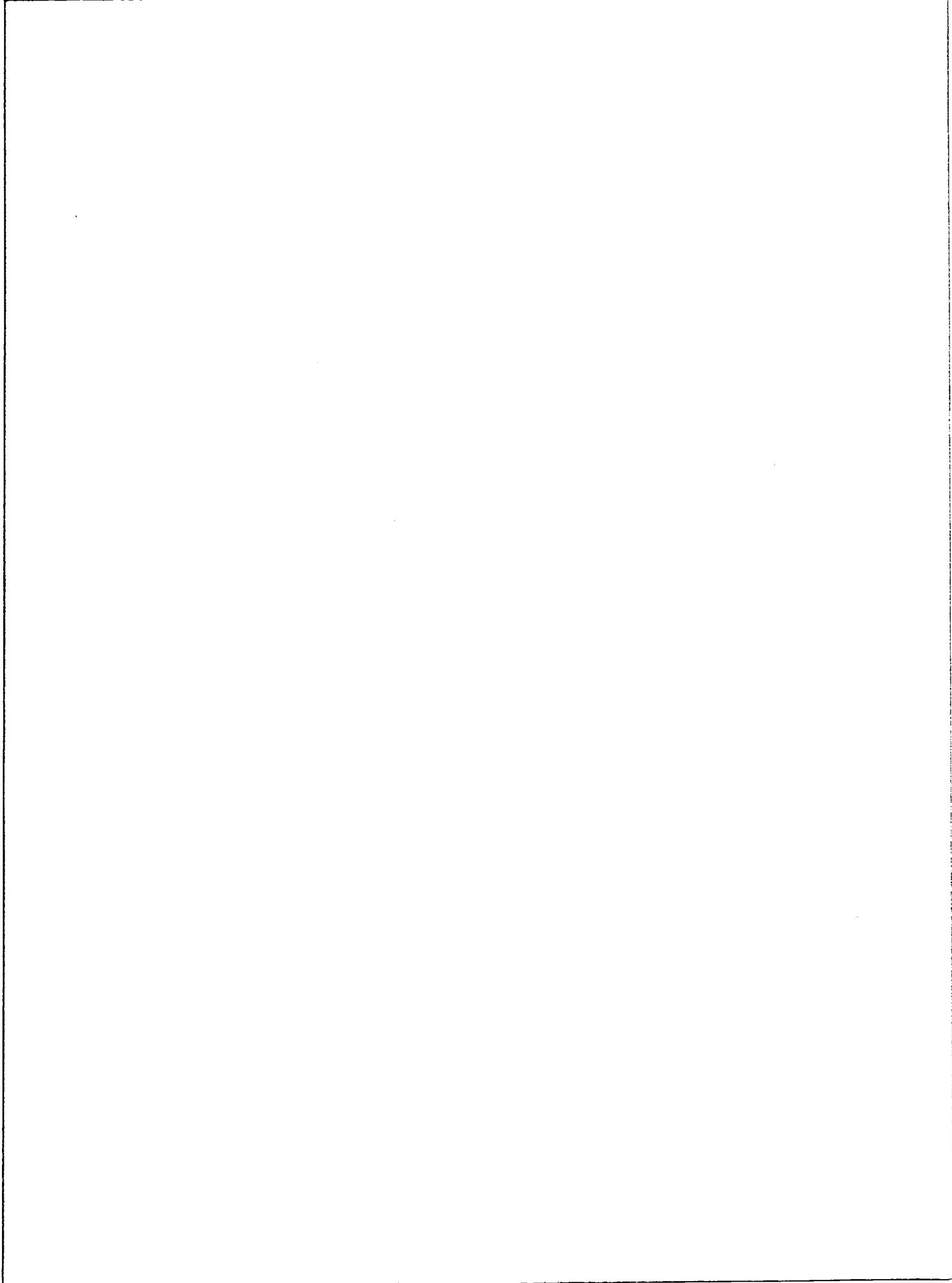




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16. Abstract This bibliography was developed as a first step in the preparation of a monograph on the subject of the aerodynamics of airframe/engine integration of high-speed turbine-powered aircraft. It lists 1535 unclassified documents published mainly in the period from 1955 to 1980. Primary emphasis is devoted to aerodynamic problems and interferences encountered in the integration process; however, extensive coverage also is given to the characteristics and problems of the isolated propulsion-system elements. Annotation of the individual books and papers was not considered practical because of the length of the listing. A detailed topic breakdown structure is used instead. The primary contents of the individual documents are indicated by the combination of the document's title and its location within the framework of the bibliography.			
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